GRUMMAN
plane news

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Welcome E-2C home from successful six-month cruise

The roar of the great turbo-props sounded across the runways of NAS Norfolk on March 18th as the E-2C Hawkeye's gray forms rolled up to the hangar. Folding their big wings, the three E-2Cs thundered in stately array past a waving, applauding crowd of Navy and family members, then rolled to a stop. VAW-123, the Navy's first E-2C squadron, had come home.

As the 15 officers and men alighted from their aircraft and strode across the field to their waiting families, there was no hiding the look of achievement and happiness on their faces. And no wonder. They had just returned from a six-month deployment aboard the USS Saratoga which according to all accounts will stand as one of the most successful deployments in recent memory.

Wing commodore Capt. Raymond Pettigrew, who was on hand to cut the cake and offer the first toast at a champagne celebration that followed, had high praise for the returning squadron and its new aircraft. "The operational readiness of the E-2C," he observed, "has increased tremendously compared to its predecessors."

Capt. Pettigrew's sentiments were seconded by squadron members including the skipper himself, Cdr. Ken Hutchinson, who pointed to the E-2C's record of 106 consecutive sorties without a miss. "The fact that we missed only eight sorties in the entire six-month cruise speaks for itself," he said. He also felt that the aircraft had "performed superbly on its first Navy deployment."

The air of jubilation and accomplishment that filled the E-2C hangar was in sharp contrast to the nonstop, frenetic activity that accompanied the preparations for deployment last September. At that time the squadron and a large back-up crew of Navy and Grumman personnel were gearing up for the big cruise that would determine whether those months and years of work would pay off in the superlative performance that Grumman had been aiming for since the E-2C's inception.

The E-2C like all the aircraft of the E-2 series is a highly sophisticated avionics package. It is able to track and identify an amazing number of aircraft, both friendly and hostile, and to orchestrate air attacks over land as well as sea. With an upgraded radar system, whose antenna rides in the distinctive "flying saucer" atop the plane's midsection, it far surpasses its predecessors in capability.

But the five-tons of electronic gear required to achieve this new capability demands unmatched quality control in design and production if the aircraft's intricate workings are to function reliably in the rough and ready environment of a carrier at sea.

Before deployment, the E-2C had demonstrated excellent performance and unprecedented reliability. But despite numerous tests, trials and retests, the September 27 departure remained "the biggest test of all" in the words of Cdr. Hutchinson.

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Welcome E-2C home from successful six-month deployment

(Continued from page 1)

The cruise began with what CPO George Washburn, senior chief aviation electronic technician, described as "normal new plane difficulties." Within a few weeks, however, it became clear that VAW-123 had an exceptional aircraft on its hands. Normally cautious and conservative in his assessments, Chief Washburn described the radar's performance as "unbelievable" with additional kind words for the PDS (Passive Detection System).

"Everyone was surprised with the very high level of the aircraft's performance," he said, "I certainly was." The initial deployment, Chief Washburn emphasized, was "a first indication that the E-2C would be a big improvement over its predecessors."

According to mid-cruise reports the E-2C flew over 50 percent more flight hours than its predecessor, the E-2B. The AN/APS-120 radar system provided full or primary mission capability in over 85 percent of the scheduled airborne hours. Throughout the first deployment, maintenance manhours per flight were extremely low, particularly when compared to earlier E-2 aircraft and to fleet aircraft in general.

Since the performance of the E-2C was critical to all of the combat aircraft aboard the Saratoga, the good news was gratifying to more than just the members of VAW-123.

"All the pilots in the air wing were pleased with the E-2C and the performance of its tactical command and control," said Executive Officer Wayne Putnam, who will succeed Cdr. Hutchinson as skipper next month.

On occasion, the E-2C's operational mission would hang on the performance of only one aircraft, as happened one day when only a single aircraft remained for fleet missions. Flying seven successive missions—21 hours in three days—with full system performance the whole time, the remaining E-2C served as dramatic proof of the Hawkeye's increased reliability. "We didn't even turn the engines off," says Lt. (jg) Jim Werbiskis, E-2C maintenance materiel control officer. "The plane was back on the Saratoga just long enough to refuel and change crews before we sent her into the air again."

This indefatigable aircraft, nicknamed the "hot spinner hummer" ("hot spinner" for its nonstop props) was memorialized with appropriate insignia on its cockpit by one of the squadron officers possessed of an artistic bent.

But the performance of the E-2C, though memorable, takes a back seat to the achievements of the squadron itself—the Navy men of VAW-123 whose skill and hard work were responsible for the success of their long and strenuous cruise.

Commented Jim Philbin, assistant to the E-2 director, Tom Guarino, "They're a real hot outfit—they just make up their minds there's nothing they can't do. The Navy has been fortunate to have men of this caliber."

VAW-123 will now get a well-earned rest; most of the men are taking leave before returning to Norfolk for in-port training and preparation for their next cruise the end of the year. Before then, however, the E-2C will have begun its second deployment, this time aboard the USS John F. Kennedy with VAW-125.

Even as the men of VAW-123 departed for homes and families following their homecoming, deployment preparations continued aboard the Kennedy. When the JFK departs Norfolk early next summer it will mark the first time the E-2C and F-14 have been deployed and have operated together in the combined missions for which they were each designed.

As E-2 Program Director Tom Guarino remarked, "We've had an unprecedented deployment but it's only the first of many."

But the E-2C's initial cruise was by no means without tears. Soon after deployment one of the squadron's four aircraft was put out of commission due to a shipboard mishap, and the burden of acting as the "eyes of the fleet" fell upon the three remaining Hawkeyes.

GRUMMAN plane news

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Time for a change?

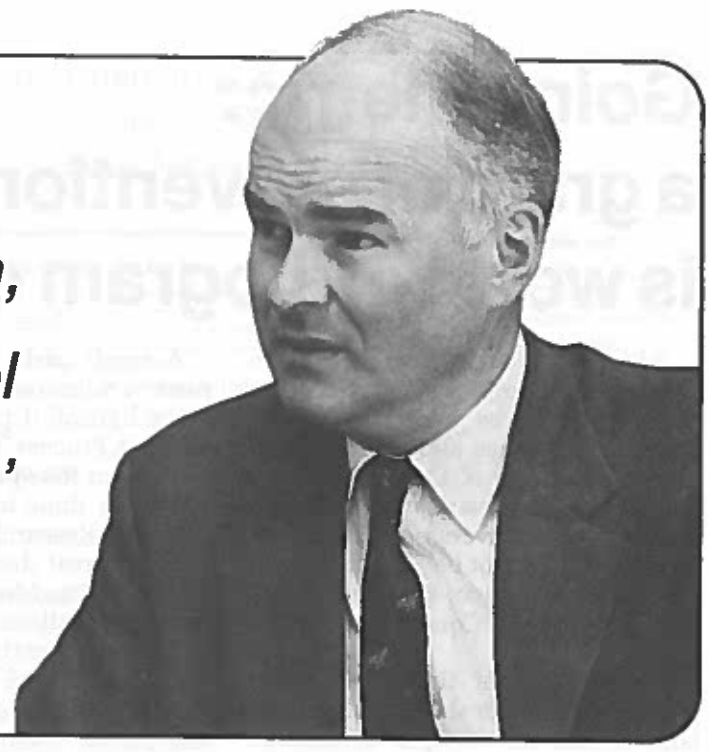
Should you do any travelling over the weekends and still have studded snow tires on your car, be careful. Some states have limitations on usage of such tires — they must be removed by a certain date or it could be a violation. Time for a change?

Sorry about that ...

When you're talking dollars, it's not good to make mistakes ... so it's unfortunate that in the March 14 issue of *Plane News* we said that the $350,000,000 Grumman paid in salaries on Long Island was an *after-taxes* total. It should have read *before* taxes. Sorry about that.

'When you think about where we've come back from, just about every Grummanite should feel a real sense of accomplishment . . .'

Jack Bierwirth



With more than 26,000 people in the Grumman family of firms contributing toward the recovery, Grumman Corporation took another giant step in its return to good health last year, and the good news was confirmed on February 10 when the company reported a jump in sales and earnings for 1974.

While commenting on the four percent rise in sales, which brought the annual total to $1,129,795,839, and a healthy 18 percent increase in operating revenues, Grumman Corporation President Jack Bierwirth expressed high expectations that 1975 would be another good year for Grumman, one that would solidify the corporation's return to financial stability.

But he did offer a word of caution for the 12 months ahead. "These are difficult times. We have built up some momentum, but we have got to keep going strong. We are faced with the need to continue our efforts to cut costs."

Outlook for Aerospace

Consolidated sales in 1974 were $40 million greater than those in '73 — that boost included an $85 million increase in F-14 sales and a $26 million jump in commercial revenues — but he pointed to a drop in commercial aircraft sales and a curtailment of profits in commercial operations in '74 as evidence of the severe economic conditions that exist in the United States and the rest of the world. While sales of aluminum truck bodies, yachts, canoes, data systems, and pollution control systems were all on the rise, lower earnings on these items from those of a year before were attributed to the increased cost of the raw materials needed to produce them.

In examining the outlook for Aerospace, Bierwirth pointed out that "production is running well, costs are under reasonable control, and the addition of an important new customer through the Air Force EF-111A contract could solidify the comeback spearheaded by the aerospace side of the house."

The single most important event for '75, he believes, will be the delivery this spring of F-14 No. 134 — "That will be the last F-14 built at a loss. From that point on that problem will be behind us and we'll begin showing a profit on our F-14 deliveries. And when you think about where we've come back from, just about every Grummanite should feel a real sense of accomplishment because they've worked awfully hard to pull the company out of the hole."

He also pointed to the Dormavac container being developed by Grumman Allied as being another potential brightspot for the corporation. The Dormavac system extends from three to six times the present transportation and storage life of such perishable commodities as fruits, vegetables, meats, poultry, and flowers. Terming the Grumman Dormavac system as a "dramatic breakthrough in long-term storage of perishable items," he felt "great hopes" for the new product.

In assessing the corporation's financial position, however, he suggested that Grummanites develop a "sense of proportion" when measuring the future outlook of both programs and profits. As if to em-

(Continued on page 5)

Credit Union reports: '74 another record year

For the 2,000 or so Grummanites and their families who gathered at the Huntington Town House March 19 for the Bethpage Federal Credit Union's annual meeting and dinner, the news was good — 1974 was a year of record assets, expanded services, and record dividends.

Assets during 1974 increased over $8 million to $49.6 million, just shy of the magic $50 million mark which the Credit Union passed for the first time in January of this year. And by the time of the annual meeting, that figure had already climbed to $53 million.

A milestone of another sort was the opening last August of the new Credit Union Building on Stewart Avenue, Bethpage. The new building features the latest in banking conveniences, including bullet-proof teller windows, a super-strong new vault, and a carpeted interior done in a Williamsburg motif. The new building, one of only three specially-built credit union buildings on Long Island, was designed by the architectural firm of Edwards and Malone under the purview of the Credit Union's Building Committee, chaired by Tom Gill.

The new building was designed to allow for the future expansion of the Credit Union; a future that is arriving much faster than anyone ever expected. As Credit Union President Joe Milillo put it, "Membership reaction to the building was beyond our most optimistic expectations. As a result we're going to have to revise our layout and expand within the building almost immediately."

The unexpected increase in business has also required a corresponding increase in the size of the staff serving Credit Union members. "We had originally projected an increase of six in our staff of 24," says John Fessel, the Credit Union's treasurer-secretary, "but with an increase of over 4,000 in our C.U. membership in just the last year, we ended up hiring 15 people to meet our increased business."

Total membership is nearing the 30,000 mark. The marked increase is the result, says Fessel, of several factors. One important element in that growth was the new building, which aside from its improved comfort and efficiency, is also accessible for the first time from the street — and therefore to family members without Grumman badges. Also important, says Fessel, was the increase in the interest rate to 6½%, half-way through 1974. The higher interest rate gives the Credit Union an even bigger edge over savings banks in return on investment, he says.

Another '74 milestone was the Federal Housing Administration property improvement loans available through the Credit Union for the first time last year. The FHA loans are good for amounts up to $5,000 with up to seven years to repay at favorable interest rates.

"Applying for any loan at the Credit Union is a relatively easy and fast process," says Fessel. "You can just stop by our offices here," he explains, "fill out a routine form listing credit information, length of employment, etc., and talk briefly with one of our loan interviewers to determine the best mode of repayment."

In most cases the loan will be approved within two or three business days and the amount can be repaid through automatic payroll deductions. In those cases where a loan officer may turn down a loan application, the application is always reviewed a second time by the Credit Union's Credit Committee, which has the authority to overrule the loan officer's decision.

Convenient, low-cost loans, in fact, are the other side of the Credit Union investment coin. The money members deposit in savings ac-

(Continued on page 5)

Going metric: a gram of prevention is worth a kilogram of cure

Although recent legislation to convert the United States from the customary to the metric system of measurement was allowed to die in the last session of Congress, many authorities feel the day of inevitable metrication (conversion to the metric system) cannot be far off, according to Joe D'Amico, Grumman Metric Conversion Committee Secretary.

At the present time the United States of America shares with Oman and Burma the dubious distinction of being among the last bastions of the old customary systems — those traditional units of weights and measures usually based on the proportions of the human body (e.g. the foot, the inch, and the yard).

While the old system of feet and pounds may be more interesting and even in a few cases more workable (pounds per square inch versus the much smaller metric equivalent, the pascal), for most commercial and scientific purposes the metric system is far simpler and efficient, based as it is on powers of 10 and on certain physical constants, notably the properties of water.

Question: How many ounces in a pound? Answer 16. In a ton? 32,000. In a quart (liquid measure)? 32. Pounds of water in a cubic foot? 62.4.

Still in planning stage

In the metric system, however, there are exactly 1000 grams per kilogram, 1000 kilograms per metric ton, and 1000 milliliters in a liter. And, lo and behold, one liter of water weighs exactly one kilogram (at three degrees celsius). And for space program technology, the metric system has the advantage of having one unit for force (the newton) and a separate unit for mass (the kilogram).

Although a unified effort to convert our economy to the metric system is still in the planning stage and in any case will take years to accomplish, many areas of the economy are beginning to convert already. Major corporations like the big auto manufacturers, as well as Honeywell, International Harvester, and International Business Machines, which all do a large part of their business overseas, are already partly metric. The growing importance of foreign sales, in fact, is one of the major reasons many U.S. firms and the Congress have been contemplating conversion to the metric system.

A small part of Grumman's business is also metric, mostly for the Navy hydrofoil project. The Materials and Process Department reports that about four percent of its work is presently done in the metric system and the Research Department performs a great deal of its research in metric units. Most recently government regulations have been set up requiring metric measure for all wine sold in the United States, and Coca Cola has announced that its distinctive wasp-waist bottles will soon be measured in liters and milliliters.

Last summer, under the direction of Larry Mead, Vice President — Technical Operations, Grumman formed its Metrication Study Group with "Cap" Caprioglio as its leader. The group issued its report last October. On September 30, a corporate directive was issued setting up a permanent Metric Conversion Committee with representatives from all parts of the company. The committee reports to Mead through Ted Moorman, director of Engineering Test Operations, who has succeeded Caprioglio as chairman.

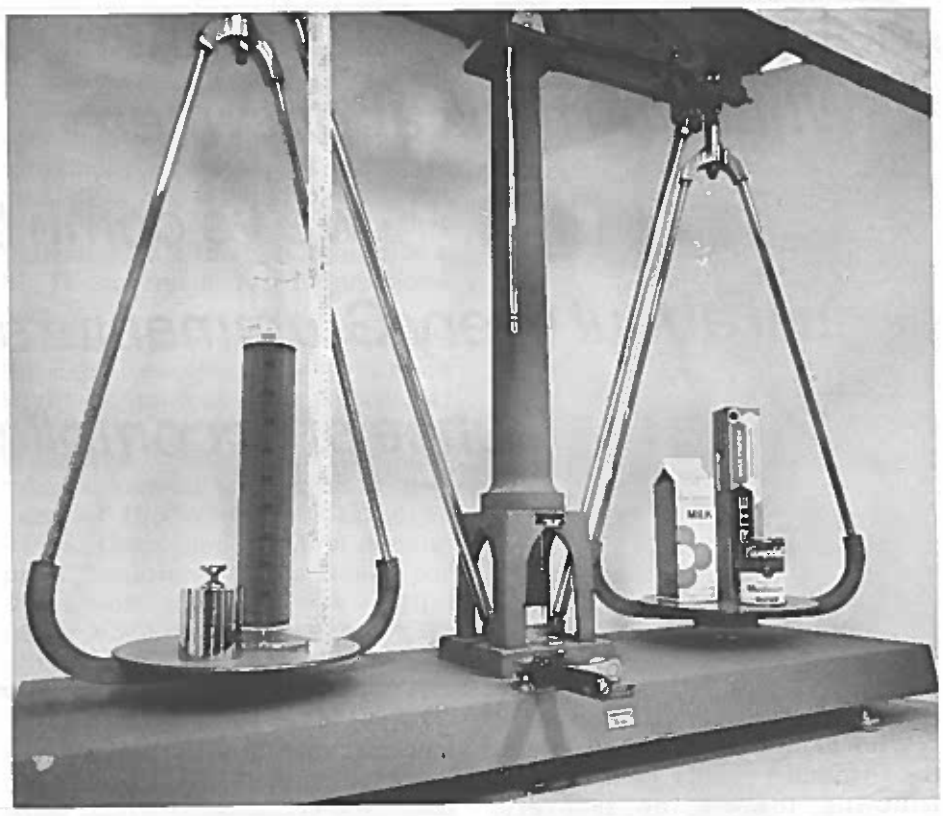
The Conversion Committee will lay much of the ground work essential to carrying out an overall metrication plan according to recommendations set forth by the earlier study group. Their recommendations include:

- Keeping abreast of aerospace metrication developments;
- Acting as a clearing-house for metrication material and information; and most importantly,
- Developing and updating a metric conversion plan, with gradual implementation as national metrication develops.

Grumman's approach to metrication, like the nation's, is seen as a gradual 10-to-20 year process with use of both metric and customary units side-by-side for a considerable period. Following the passage of a metric bill in Congress, it may be only a few months before issuance of the first new system study in metric units, the first step in the aerospace bidding process. These initial studies will culminate some seven or more years later in the first production run — all in the metric system. Every stage of the design and production process will require the use of metric units, probably in tandem with the old system.

The metrication of Grumman will not be a simple process. It will require widespread familiarization training for an estimated 8,300 manufacturing people. Personal and machine tools that are now in customary units will be gradually phased out or converted over. Documents, drawings, standards and specifications will be revised to accommodate the new system, as will inspection and test equipment. The metric changeover will primarily affect only new programs that are contracted under the Metric System.

Before that metric day arrives, however, the Conversion Committee will be busy setting up standards, promoting training and development in metric terms, providing materials on metric terminology and usages, and, in short, acting as a yardstick — correction, meter stick — for Grumman's progress into the new world of liters, grams and newtons.



In the balance. The metric system (at left side of scale) is far simpler than its English counterpart (right), represented by liquid/volume measure (quart of milk), weight/mass (soup) and length (wax paper). On the metric side, one tenth of the meter stick (at right) equals a decimeter which when cubed equals exactly one liter (in center). And that liter of water weighs exactly one kilogram (two kilogram weight at left). Now that's simple enough, right! (Photo by Fred Annette)

Presidential honors. In November, NAVPRO flight crew members Cdr. John Donis (R) and Lt. Cdr. Jack Childs (2nd L) were flying F-14 No. 105 when they lost longitudinal control. By operating the landing flaps and gear, they were able to safely land the Tomcat. Recently, President George Skurla (2nd R) presented the two naval officers with a Grumman Presidential Award for their actions. Also on hand at the presentation was NAVPRO resident-in-charge at Calverton, Cdr. Jim Roth.

Bierwirth: Outlook for '75

(Continued from page 3)

phasize the point, he noted that as important as product diversity is in achieving production balance and new areas of revenue, no one should lose sight of what the real bread-and-butter items are. The "windmill," for example, has received a good deal of publicity because it has revived interest in that type of approach in the energy field. But as important as that application may prove to be in providing another energy-producing source, he said the total potential of the windmill could not be expected to equal the total job possibilities and benefits to be gained by Grumman from stronger sales of aircraft or trucks.

And though net earnings are in the millions of dollars, they are still only about two percent of total sales. After all the bills had been paid in 1974, Grumman Corporation earned approximately $20 million from operations. Some of that money has been paid out in dividends to shareholders, but most of it, he said, will be re-invested in the company to improve our capability in future competitions which could also provide additional job security. About $13 million more was realized through "extra-ordinary" items — a $3.6 million tax benefit that resulted from an operating loss carryover and a $9.3 million reduction of corporate debt through an exchange of debenture bonds. But those "extra-ordinary" items, he pointed out, are ones that are non-recurring and cannot be considered as being part of our normal operating profits.

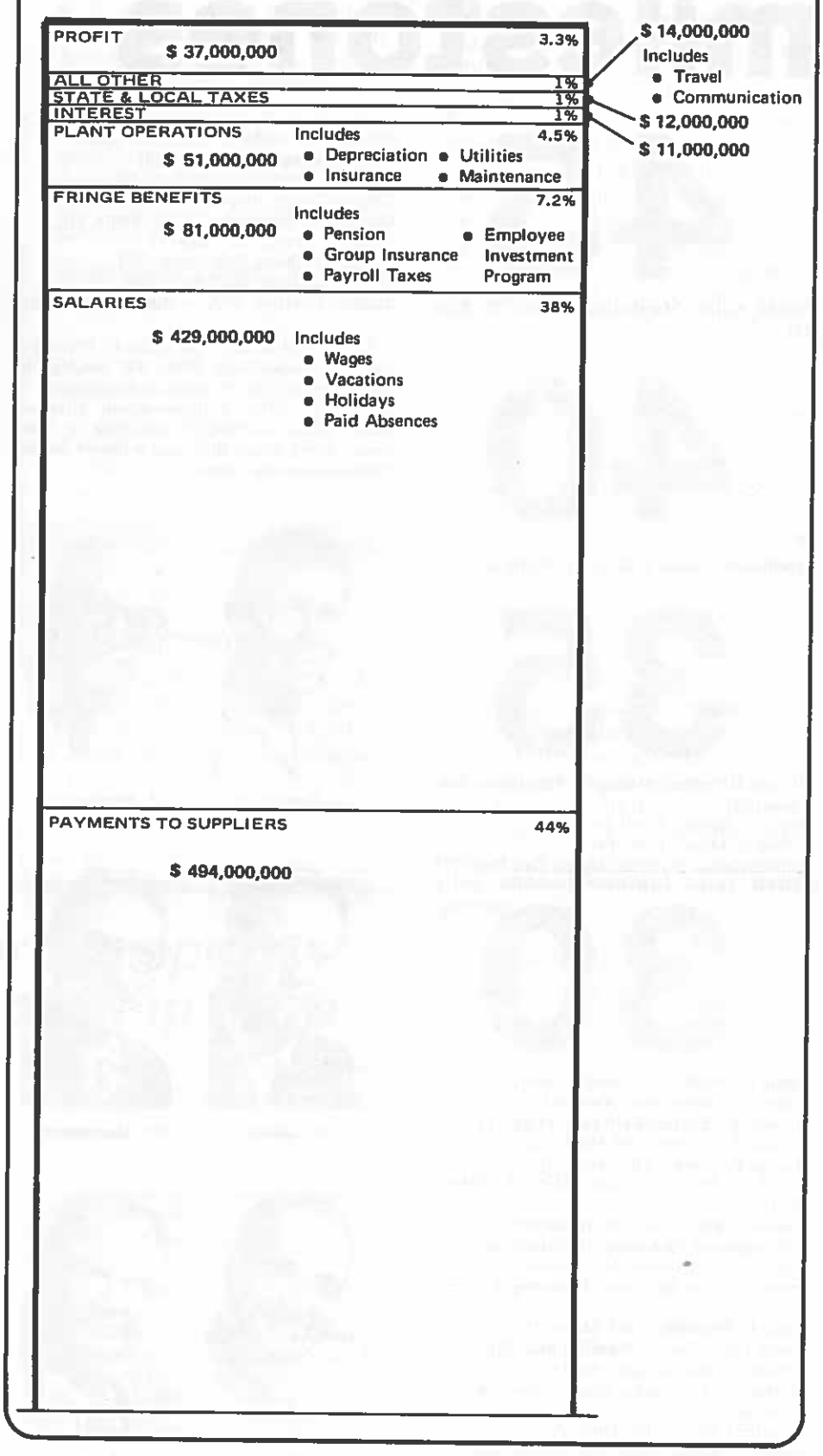
A clearer view of the profit picture would be gained, he advises, by comparing the pre-tax operating profit of about $37 million with the total contribution by Grumman to the employee pension plan in '74 — about $32 million. And consider further, he adds, that the pension plan contribution, although it was nearly as large as the total pre-tax profit earned by the corporation last year, makes up only a portion of the total benefits package being provided to Grummanites throughout the corporation.

So, while looking ahead to 1975, Bierwirth seemed to be taking his own advice and displayed a "sense of proportion" when he observed: "We've done a heckuva job to get where we are. But remember these aren't easy times. We have to work hard to take good care of Grumman if we expect Grumman to be able to take good care of us."

DISTRIBUTION OF 1974 SALES

Total: $1.13 Billion

(Before Federal Income Tax)



calendar

Notice of events for period April 11 to April 25 should reach Plane News office by April 2.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

GACE Flying Club: Fri., April 11, 5 p.m., Pl. 28; new class forming for ground school; guests welcome. Betty Shcledorn, Ext. 7372.

Grumman Cycle Touring Club: Sun., April 6, 9:30 a.m., the quadrangle at Nassau Community College; ride to Sagamore Hill; other clubs participating; guests welcome. Dave Hartman, Ext. 86212.

Grumman Toastmasters Club: Wed., April 2, 7-10 p.m., conference room A, Pl. 25; district speech contest; guests welcome. Frank Locascio, Ext. 2654.

Old Friends Club (OFC): Mon., April 7, 7 p.m., D's, 510 Jericho Tpke., Syosset; Spring Dance, May 3, K. of C. Hall, Farmingdale, hot & cold buffet, 9:00-1:00, donation — $12.50 per person. Jerry D'Agostino, Ext. 9145.

Ski Club: Wed., April 9, 8:30 p.m., Plaza Restaurant, Hicksville (corner of Old Country & Newbridge Road); skiing; guests welcome. Donna Marie Petresky, Ext. 6466.

Stamp Club: First 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

Give gift of life

On Friday, April 4, the Inter-County Blood Services staff will be at the Grumman Bethpage facility to accept blood donations from Grummanites.

Harry Volz, deputy director of security and personnel services, points out that all Grummanites and their families are guaranteed as much blood as they need through the company medical insurance program. There are many in the L.I. community who are not covered, though, and, according to the Blood Services, this is an opportunity to be able to "hand out a million bucks with plenty left in the kitty — only more so."

If you wish to donate blood in Plant 35 on April 5, fill out the form below and mail it to Gus D'Errico, Plant 2, Employee Service.

Blood Donation Appointment Form

Name .....Ext. .....

Perm. No. .....Dept. .....Plt. .....

Send to:
Gus D'Errico, ESO, Plant 2

CU report . . .

(Continued from page 3)

counts is used to finance low-interest loans to other C.U. members. "Though we're getting a lot of people saving," says Milillo, "what we need now is more people borrowing." Milillo cites two good reasons for members to take out Credit Union loans: C.U. offers the lowest interest rate around, which benefits the borrower, and the interest earnings derived from loans help make it profitable for the members to save at the Credit Union.

"We can offer such good loan rates," says Milillo, "because of our low overhead, no corporate taxes, and the credit unions' cooperative philosophy which means that the money we make on our operations goes to our members — our depositors, are our shareholders." That credit union philosophy is best summed up in the credo, "people working together to help each other work out their problems," says Milillo.

service milestones

45

Joseph Kalas, Marshalling & Fin. Tl. Cont. (3)

40

Anthony Varvaro, GSE Mech./Fluid (43)

35

Cosmo D'Errico, Manager, Employee Serv. Center (2)
David N. Smith, Small Parts Fab. (3)
Alfred H. Moser, Instr. Proj. (7)
Harold Eaton, Jr., Prod. Mgmt. Ops./Staff (77)

30

Louis F. Muolo, Sub.-Assy. Major (1)
Edward Connor, Sub.-Assy. (1)
Herbert C. Hedges, Veh. Lias. Engg. (1)
Donald F. Brower, GSE Mech. (2)
George P. Tomko, Ordnance (2)
Frank W. Peckham, Assy. Meth. & Planning (2)
Edward J. Franchi, Form Block (2)
Christopher J. McKenna, N/C Mech. (3)
Raymond A. Abrams, Honeycomb Final (3)
Irving E. Kreutel, Instr. Planning & Control (5)
Carlo C. Bonavito, Facl. Maint. (5)
Frank Dini, Ops. — Mgmt. & Staff (5)
Frank A. Vuozzo, Exec. Staff (5)
Martin W. Larcombe, Prod. Deputy & Statn. Foremen (6)
Bernard J. Braun, Flt. Ops. (7)
Robert D. Bunce, Prod. Rel./Analys. (43)
William Landman, Elect. Harness Fab., Braiding/Sealing (44)
Charles T. LeRoux, Purch. Elect. Hardware/ Services (44)

25

John A. Dombroski, Fuse Fwd. Sub. & Major (1)
Robert A. Whritenour, Small Parts Fab. (2)
Bernard Austein, E.B. Welding Prod. (2)
Robert T. Moorehead, Tool Control (2)
Neil J. Barraga, Chem. Mill (3)
Robert E. Jones, Airport Oper. (4)
Charles T. Lee, Insp.-Mech. (4)
Kenneth D. Beckendorf, Cust. Reqts. (5)
Arthur C. Frank, Flt. Data (7)
George Ketcham, Sub.-Assy. (27)
Myron Bartleski, Hull Assy. (36)
Richard D. Mase, BPA — Mgmt. & Staff (36)

At the end of last year, John L. Browne of Material Expediting, Plant 44, marked his quarter-of-a-century service anniversary at Grumman. After a three-month duration, John's photo is finally appearing in Plane News. Sorry about that, and a happy belated 25th anniversary, John.

J.A. Dombroski

R.A. Whritenour

B. Austein

R.T. Moorehead

N.J. Barraga

C.T. Lee

A.C. Frank

G. Ketcham

M. Bartleski

R.D. Mase

J.L. Browne

20

Albert B. Coue, Q.C. Prog. Mgmt. A/C (1)
Charles A. Williams, Small Parts Fab. (2)
Joseph J. Smith, Alodine (2)
Mildred Hession, Prod. Mfg. — Budgets (2)
James H. Klingelhoefer, Plant Store (2)
Robert V. Clare, Form Block (2)
Albert G. Reph, Sub.-Assy. Control (2)
Arthur N. Higdon, Facl. Maint. (2)
Grant Wright, Facl. Maint. (2)
Donald A. Stephan, Facl. Maint. (3)
Angelo Varisco, Struct. Design (4)
Thomas McDermott, Instr. Test (5)
Charles A. Ranaldo, Facl. Maint. (5)
Henry Lajoie, Facl. Maint. (5)
William R. Herling, Mech. Sys. Tech. (5)
William J. Giesler, Weight Optim. & Tech. Devel. (5)
Eugene A. Gerstner, Instr. Test (6)
Rosemary McCullagh, Telephone Serv. (6)
Miles C. Jones, Structures (6)
Robert E. Marlborough, Inventory Control (6)
Edmond J. Schlitz, Trans. (7)
William J. Lent, Structures (7)
Charles P. Coulter, Flt. Saf. Support (7)
Edward C. Mayer, Flt. Avionics (8)
Harold F. Murphy, Facl. Maint. (12)
Theodore Arendt, Facl. Maint. (12)
Salvatore Bulla, Elect. Test (14)
Paul Grgas, P/S Mech. Engg./Design (15)
Rufus E. Daniels, Jr., Trans. — Oper. (20)
Edward C. Cohen, Struct. Analy. (25)
Jack J. Petralia, Engg. Test Ops. — Proj. Enggs. (25)
Walter E. Smith, Tool Maint. & Repair (27)
Aage Rasmussen, Facl. Admin. (30)
Grace R. Wagnell, Facl. Admin. (30)
Elizabeth L. Moroney, Contract Revenue (30)
Murray Bernstein, Dynamics (35)
Richard M. Woessner, Resource Control Staff (35)
William N. Dunwoody, Meth. Elect. Tech. Sys. (43)
John E. Rinde, Mfg. Ops. Mgmt. & Staff (43)
Salvatore J. Cioffi, Inventory Mgmt. (44)
Fortunato F. Costantino, Prod.-Support (77)

15

Mario G. Boltri, P/S Field Serv. Mgmt. (1)
Michael L. Mignone, Prod. Ctl. — Parts Ctl. (2)
Nicholas M. Vitale, Facl. Maint. (2)
Howard R. Richhold, Chem. Mill (3)
Joseph Guccione, Facl. Maint. (3)
John F. Dannenhoffer, Displays Instr. & Light (4)
Joel L. DiMaggio, Cust. Reqts. (5)
Stephen Hokhold, Jr., Elect. Test (8)
Paul Comitz, Operational Software Devel. (14)
Ciro DiMiceli, Jr., P/S Commodities Control (15)
Phillip H. Ellis, P/S RF & Video Engg. (15)
Felice A. Inserro, P/S Digital Engg. (15)
Ernest A. Rainey, P/S Digital Engg. (15)
Karl Christ, Ind. Engg. — Sched. & Status (25)
Vincent Frigeria, Jr., P/S Cust. Orders & Rec. (25)
Valentine C. Watral, Sys., Engg., Proj. Engg. (25)
George H. Greenhalgh, Mach. Parts/Raw Matl. (30)
Eileen T. Cerrone, Sys. Reliab. (35)
Frank S. Sobierajski, Sys. Sciences (35)
Donald G. Oliver, Struct. Design (36)
Gene A. Morrison, Flight Test (88)
Herbert R. Holler, Production (88)
Frank J. Murphy, Prog. Contracts (88)

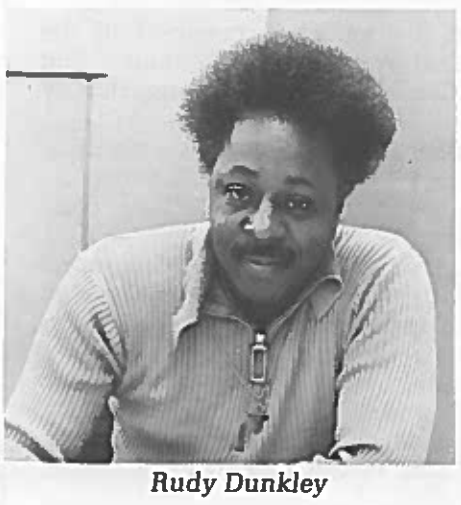
Salute Intruder pilot. Capt. Paul Hanover (L), a pilot in Marine All Weather Attack Squadron 224 at Cherry Point, N.C., was honored recently for logging 1,000 flight hours in the Grumman A-6 Intruder jet. Here, the 29-year-old Marine aviator receives from Field Service representative Steve Foster a special plaque commemorating the event. (USMC photo)

Dunkley chops wood for 700; Mayer holds 'triple' crown

Rudy Dunkley admits that this hasn't been one of his better seasons on the alleys. His 178-average is nine points lower than last year's. But recently, he highlighted his "mediocre" season on the Great River Night Owl lanes by spilling the pins for a 234-266-197-700 series.

"I didn't even think of breaking 700 when I was bowling," he said. "I was surprised when my team captain told me the three-game series was 700. That certainly makes this season a little brighter."

This marks the second time Rudy has broken through the 700-series barrier. Three years ago in a bowling tourney he chopped the wood for a 708. Rudy joined the company 10 years ago and has been rolling in GAA-sanctioned leagues ever since.



Rudy Dunkley

Though bowling is his favorite sport, he recently tried his hand at table tennis in the annual Great River tourney. He managed to climb all the way to the finals before being eliminated by Night Owl champ Albert Sanders.

During his annual three-month vacation from the alleys, Rudy can be found on the fairways. "Unfortunately my average golf round for 18-holes almost equals my bowling scores," he quips. "I'll have to reverse my thinking."

Carol Mayer's forte is not necessarily exhibited on the bowling alleys, but on the softball diamond. She's the starting pitcher for Grumman's women's varsity team. During the off-season, though, she concentrates on bowling.

"The only difficulty is when both season's overlap," says the eight-year Grumman veteran. "My mind and energy are usually focused on bowling because the season is just wrapping up on the lanes at the time spring tryouts are held."

Carol Mayer

Before spring training began this year, though, Carol hit a grand slam on the Woodbury Mixed alleys. She knocked down the pins for a 220-221-602 series. She now holds a triple crown in the league's women's division: high game, high series and high average.

Nets playoff tix

Discount tickets — $7.50 seats for $4 — are now on sale at the GAA office in Plant 30 for the N.Y. Nets playoff games. As *Plane News* went to press, the Nets basketball team was finishing the season, and dates for the home playoff games were not announced. Contact the GAA office on Ext. 2133 or 2269 for further information.

Summer bowling

Any keglers interested in bowling this summer in the Rainbow Mixed league should attend the organizational meeting slated for May 14 at 6:30 p.m. at the Syosset Lanes.

The summer league will begin its 13-week play on Wednesday, May 21. For further information, contact Gloria Becker on Ext. 9747 or George Perry on Ext. 84116.

Raise greens fee

Add another member to the list of inflationary victims: golfers. According to Mike Cherry of GAA, the Bethpage State Park has announced a 50c rate increase. So, a round of golf before 5 p.m. will cost all golfers $4.50.

Spring's here: play softball!

Better oil up that old glove of yours 'cause it's almost time to play softball.

According to coach Jim Schwab, it's an open field for women interested in trying out for the women's varsity softball team. On Monday, March 31, there will be a meeting at 4:45 p.m. in the Plant 15 buffeteria for all those wishing to gain a berth on the varsity squad. Beginning Monday, April 7 at 5 p.m., tryouts are set for every Monday and Wednesday in the month of April on the Plant 2 softball field.

Tryouts for the men's varsity team will be held Sunday, April 6, at 12 noon on the Plant 27 softball field, and also on Tuesday, April 8, and Thursday, April 10, on the Plant 3 softball field. Additional tryout sessions will be announced to participants, says manager Jack Keane. All positions are open. For more information, contact Keane on Ext. 87220.

An organizational meeting for after-hours softball competition will be held Wednesday, April 2, at 5 p.m. in the GAA office, Plant 30. Each team should have a representative at the meeting, and any players not attached to a team who wish to play should contact Chet Baumgartner on Ext. 2133.

Mixed Softball premiere

There will be a meeting for all men and women interested in joining a Mixed after-hours softball league on Monday, April 28, at 5 p.m. in the GAA office. Call Chet Baumgartner for more information, Ext. 2133/2269.

Those who spend their lunch hours playing intramural softball should send a team representative to one of the following meetings:

PLANT 1 — Monday, April 14, 12:15 p.m., Receiving area, Lou Trapani, Ext. 2548.

PLANT 2 — Tuesday, April 15, 12:15 p.m., conference rm. by mgr. office, Frank D'Elio, Ext. 84544.

PLANT 3 — Wednesday, April 16, 12:15 p.m., conference rm., Grant Thompson, Ext. 9419.

PLANTS 6, 7, 8 — Thursday, April 17, 11:50 a.m., conference rm., Plant 6, Ernie Meggio, Ext. 682 or Joe Mallins, Ext. 345.

PLANT 27 — Monday, April 21, 10 a.m., cafeteria, Joe Frisenda, Ext. 86681.

GREAT RIVER — Tuesday, April 11, 11:30 a.m., conference rm., Charlie Greco, Ext. 2349.

NITE OWL — Plants 1, 2, 3, 4, 5 will meet Thursday, April 17 at 9 p.m., Plant 2 conference rm., Walter Lampkin, Ext. 7995.

GAA looking for big sports in annual membership drive

If you haven't bought your 1975 GAA membership ticket, you've got two more days left. It only costs one dollar. You will not only be joining thousands of others who over the years have supported the Grumman Athletic Association, you'll also be in the running for one of fifteen $100 U.S. Savings Bonds or one of 50 sets of Grumman glasses that will be awarded at the conclusion of the drive.

The GAA drive ends Monday, March 31. If you haven't already joined, you can still buy a membership ticket from your supervisor. Mike Cherry says to make sure to return the stub attached to your ticket so that your name can be included in the drawing on April 4.

Be a sport and give a buck. Join the growing list of 100% GAA membership departments:

Plant 1 — Inventory Control, Plant Stores, F-14 Prog. Mgmt.

Plant 2 — Drop Hammer, Cadmium Plate, Heat Treat., Die Shop, Templates, Ordnance, Prod. Control, Planning, Forecasting, Systems/Facl.

Plant 3 — Inventory Control, Mgmt.

Plant 4 — Elec. Test, Final Assy.-Struct., Flt. Ops., Flt. Avionics, Elec. Cable Fab., Out-of-Prod. Spares, Prod./Plt.-Mgmt.-Staff, Prod. Control, Ind. Engg., Assy. Method/Planning, Mfg. Ops. Admin., Mgmt. & Staff, Plant Stores, Engine Pod Prog., Ops. Flight Trainer-F-14, Commercial Aircraft, E-2C Flight Test.

Plant 5 — DOD A/C — Prog. Staff, Bethpage Ops. — Mgmt. Staff, Admin. Serv., Exec. Staff, Cust. Reqmts.

Plant 17 — B/P Warehouse.

Plant 21 — Central Rec.

Plant 25 — Space Prog. Staff & Mgmt., Info/Rec./Serv.

Plant 27 — Parts Paint, Sub-Assy.-Maj., Maj. Assy., Sub.-Assy., Fuse Fwd. Sub.-Maj., Prod. Plt., Inventory Control, Prod. Control, Prod. Rel./Analy., Ind. Engg., Methods Engg., Prod. Mfg., Plant Stores, Repair Control, Crit. Matl. Cntl., Reg. Reqmt. Plan., Tool Maint./Repair, Assy. Tool, Spec. Tools, Maint., Medical, Dist. Serv., Food Serv., Crew System, Chem. Engg., Veh. Liaison Engg., Insp. Tool.,

Plant 28 — Field Base Admin.

Plant 30 — Cashiers Office, Contract Rev., Fianc./Reg. Reports, Matl. Acctg., Claims/Adjust., Invoice Audit, Gen. Acctg., Food Serv. Acctg., Contract Term., Contract Cost Analy., Property Acctg., Acctg. Admin., Corp. Audit., Officers.

Plant 34 — Info./Rec./Serv.

Plant 35 — Info. & Rec. Serv.

Plant 50 — Cust. Reqmt. (Wash., DC).

Plant 73 — Downey, Calif.

Headquarters — Corp. Audit, Controllers Staff, Paumanock Leasing, Internal Communications, Grumman International, Payroll Ops.

Women's golf..

According to women's golf league president Roseann Maglione, league play is set to begin the first week in May. All golfers are requested to attend a meeting on Tuesday, April 15 in the Plant 5 cafeteria at 5 p.m. Contact Maglione on Ext. 2743 for more information.

The 3,000th hour. In recognition for hitting 3,000 flight hours aboard the A-6, Weapons System Operator Dave Cooke (2nd L) receives an A-6E model from Cdr. Jim Roth. Also on hand at the presentation were: Frank Messina (L), acting general manager of Calverton Ops., and Bob Smyth, director of Flight Acceptance.

Cooke marks 3,000th flight hour

It takes a lot of talent and a lot of experience to make a good Weapons System Operator (WSO), and few people can match the qualifications that Dave Cooke brings to his job. On February 27 Cooke completed his 3,000th flight hour in the A-6, "more hours in the Intruder than any other airman at Grumman, or probably anywhere else for that matter," says Bob Smyth, director of Grumman's Flight Acceptance Department.

Piloting the A-6E during Cooke's record flight was Cdr. Jim Roth, who has flown with Cooke on many A-6 production acceptance flights in the past, as well as on test flights in the F-14. Cdr. Roth, with well over 2,000 A-6 flight hours himself, says "It's always my pleasure to serve with Dave — he's a very professional WSO.

"We're extremely indebted to him for the great job he's done in helping train our Navy crews," says Roth. "And when it comes to checking out the aircraft, he's as hard-nosed as any Navy man — fair but firm," Roth adds.

The fact that Cooke can see things from the Navy's point of view is hardly surprising; he spent a good part of his career flying with the Navy in the Grumman S-2E. When he started with Grumman in 1962, Cooke was assigned as a technician to work on and fly in the S-2s, preparatory to their acceptance by the Navy. He was assigned to the A-6 shortly afterwards and, following bombardier-navigator school in Sanford, Florida, began flying the A-6 in the newly created position of Weapons System Operator. He has been flying the A-6 ever since.

As a result of his dual background, partly technical as a Grumman technician, and partly operational as a Navy airman, Cooke is ideally qualified to evaluate the A-6's performance. Points out Smyth, "Dave is extremely valuable to the company because of the breadth of his experience. He covers all the weapons system work from development to Navy acceptance."

Frank Messina, acting general manager, Calverton Operations, feels similarly that "Dave's work has been invaluable, particularly in training Navy WSOs — he has built up a very good rapport with them."

Cooke's own feelings about his record flight are uncomplicated and to-the-point: "I like flying as a WSO very much — I wouldn't want to do anything else." Perhaps that's the reason Cooke does his job so well and is respected by his co-workers as one of the best in the business.

Officials 'very enthused' about A-6E TRAM

Calverton Operations hosted two distinguished members of the armed services recently: Vice Admiral W. A. Houser, Deputy Chief Naval Operations (AIR), and Major General V. A. Armstrong, Deputy Chief of Staff — Aviation, USMC.

The primary purpose of each officer's visit was to view the new A-6E TRAM (Target Recognition Attack Multi-sensor). After their respective demonstration flights, both were reported to have been "very enthused" with the new TRAM system.

Accompanied by Board Chairman Joe Gavin on March 10, Admiral Houser (above) in addition to receiving a briefing and demonstration flight on the A-6E TRAM, was also given briefings on the UTTAS program, and a dual cockpit checkout in the F-14.

Escorted by President George Skurla, General Armstrong was also given briefs on the UTTAS, EA-6B and the F-14. Pictured below, General Armstrong is being given a Tomcat cockpit checkout by Pete Tumillo (L), F-14 project pilot, and Roger Ferguson, WSO.

GRUMMAN plane news

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